

ENQUIRY.

On Monday morning Mr. Johann Luetjes, the second officer of the bark *Iolani*, was found at the bottom of the vessel's hold, insensible and in a dying condition. Dr. Arning attended him and everything possible was done for him, but he never recovered consciousness and died at a quarter to one the same day. Information of the melancholy occurrence was sent by Captain Garrels to the Marshal who instituted an enquiry into the circumstances, eliciting the following evidence:—

Statement of M. Boettcher, 1st officer:—At 6:20 A. M. I started to wash decks and directed second officer, the deceased, to go down 'tween decks to look for brooms. He went below, and returned in a few minutes, bringing some brooms with him. He then returned immediately below to bring up some more. In about three-quarters of an hour the carpenter, Lanritzen came up from 'tween decks where he had been at work and reported to me that he believed that the second mate was lying at the bottom of the hold. I went down at once, with some of the crew to the lower hold, and found the deceased lying under the steerage hatch, insensible. Brought him up on deck, and reported to Captain, who went on shore and brought Dr. Arning on board to attend the deceased.

Cross-examined by Marshal Parke:—The deceased has, as far as I know, had no difficulty with any person, or persons, on board of this vessel.

L. Lanritzen, carpenter, stated: About three-quarters of an hour after the second mate went below, I had occasion to go below, to see if the decks leaked, from washing them. I heard groaning below, and went to ascertain the cause, and found the second mate, deceased, lying at the bottom of the steerage hatchway, on the vessel's bottom. Do not know of any trouble that the deceased had with any one. There was no one below, nor was it possible for any one to be so at the time, as every one was on deck.

Statement of Captain Garrels: Deceased is a native of Germany, about 26 years of age. About 7 o'clock the steward reported that a man had fallen into the lower hold. I came on deck, and the chief officer informed me that it was the second officer. I immediately went on shore for a doctor and brought off Dr. Arning. We did all we could for the deceased, but he never spoke after being discovered, and he died at 12:45 P. M. The deceased was on good terms with all the crew, and I consider his death was the result of an accident.

The following is a copy of the written certificate given by Dr. Arning:

HONOLULU, January 28, 1884.

I hereby certify that Johann Luetjes, second mate of the Hawaiian bark *Iolani*, Capt. Garrels, died this day at 12h., 45 P. M., from the effects of a fall from the 'tween deck into the lower hold of the above vessel.

The accident occurred at 7 o'clock this morning. When I first saw the man he had been carried to the upper deck and was lying in a perfectly unconscious state, in which he had been found about half an hour previously, according to the statements of the Captain and first officer.

There were no signs of external injury except slight abrasion of the skin on two toes of the left foot, but evidence of severe internal injuries chiefly affecting the brain and lungs, such as only could be accounted for by the falling from a considerable height on a hard surface.

The patient never recovered consciousness and sunk gradually, the immediate cause of death being amenable to falling of the action of respiration.

ED. ARNING, M. D.

Being satisfied with the results of this enquiry the Marshal did not deem it necessary to hold an inquest on the body.

WORKINGMEN'S UNION.

A postponed meeting of the Union took place last Tuesday evening.

The names of four new members were proposed, and being approved of, were elected. A letter was read from the Knights of Jerusalem, Morning Star Lodge, accepting the hall on terms previously specified.

Mr. Max Kohm read an address, at the same time, tendering his resignation as a member, in consequence of a pamphlet published by the President on the Chinese subject.

Mr. E. F. Ward, although differing in his views from the President, did certainly think that Mr. Squires had a perfect right to have his address printed at his own expense and circulated. A unanimous vote of this Union granted Mr. Squires the privilege of delivering his address on the Chinese subject. Mr. Squires' views were his own and not necessarily endorsed by this Union.

Mr. Crowley objected to Mr. Squires having had his pamphlet printed and circulated in the name of the Workingmen's Union without any previous intimation to the Society. Several members defended Mr. Squires' action, and considered that he had a right to have his opinions printed and to state where they were delivered. Mr. Crowley did not deny the right but considered it an injudicious exercise of the right, and read

a paper in which exception was taken to abusing or cursing the Chinamen, contending that they were encouraged to come here, and the Legislature, of which a majority is Hawaiians, either by their conduct invited them to come, or at least did not protest. Objection was also taken to the use of the phrase, "Missionary party," as it gave offence to some members and tended to alienate the natives from their best friends. What should have been the main purpose of the organization—the establishment of classes for evening instruction and social re-union of working men—had been overlooked. The European and American people who came here to settle had a right to expect some action in the direction of immigration for population and not merely for labor, but this involved looking ahead which did not seem to be a feature in our Legislature.

Mr. Marchant would like to see the Working Men's Union attend exclusively to matters calculated to increase the influence and stability of their society. He thought that such as interfering with laborers on plantations was ill-advised.

Mr. Cavanagh said that as Mr. Squires' first obtained permission from the Union and then delivered his speech on the subject named, showed clearly that Mr. Squires had no desire to impose on the members. Any person was entitled to the same privilege under similar circumstances. The printing and publishing of the address was Mr. S's own affair and they had no right to blame a man for minding his own business.

Mr. Murray said that members resigning at this stage of the proceedings, showed considerable individual weakness. It seemed like a bad scare. However, he (Mr. Murray) felt certain that Mr. Kohm's resignation would not break up the Union. It must be remembered that Mr. Kohm was foremost in bringing the Union into hostile contact with the German residents.

After a good deal of desultory conversation on matters in general, the meeting adjourned to meet again next Tuesday evening.

DEPARTURE OF THE BRIG "HAZARD" FOR THE SOUTH SEA ISLANDS.

On Thursday the Hawaiian brig *Hazard*, Captain Tierney, sailed for the South Sea Islands, more particularly to those known as the "Line Islands." The Government, in fulfillment of their part of the contract, had previously made arrangements with the Pacific Navigation Company, Mr. Frank Cooke, Manager, to carry these time-expired laborers to their respective homes. The *Hazard* was provisioned and fitted up for this express purpose, to the entire satisfaction of the President of the Board of Immigration, the Secretary, Mr. John Smithies, being deputed to see that the orders of the President were faithfully executed. There was accommodation for 250 men, women and children, but as there were only 155 men, women and children, who availed themselves of the opportunity to return to their homes, they had room enough and to spare. The provisions supplied for the voyage are of excellent quality and abundant in quantity, not the least important of which is 17,000 gallons of fresh water for a trip of twenty days, which has been previously made in fifteen days. For a month, more or less, prior to their embarkation they have been cared for and fed at the immigration depot at Kakaako at the expense of the Government. To add to their comfort, the Rev. H. Bingham has assiduously attended to their wants, and he made a point to obtain from them a full expression of their feelings and impressions during their three years' contract service. On this important point he was assured on all sides that they went home with a feeling of satisfaction and contentment at their treatment by their late employers, their treatment by the several Government officials with whom it had been their lot to deal, both on arrival and departure, and last but not least, with the amount of money they had saved during their respective contracts. It was an agreeable surprise to them after arriving in Honolulu from the various places in which they had been engaged, a few days before embarking they were reimbursed for the passage money which they had paid from the plantations. A fact that added to their hilarity was that the payment was made to them in new, bright, glistening, Kalakana, silver half dollars. No question about "par" or legal tender, but taken with thanks for what it is worth, viz: 50 cents in full. The *Pele* towed the vessel out well off shore, and with a S. W. wind, the *Hazard* sailed on her good mission, Captain Tierney finally saluting his parting friends with the usual marine salute. *Bon voyage* to the *Hazard*. It is pleasing to know that Captain Tierney is well and favorably known to these returning laborers, and they appeared to place implicit confidence in his looking out for their welfare and comfort. When these people arrived here three years ago they were penniless and clothless, excepting what had been temporarily provided for them by the Board of Immigration. Now they leave these shores each one possessed of a good substantial trunk well filled with clothing and nick-nacks, also a goodly supply of tobacco, kerosine oil, soap, etc. One man was known to have purchased dry goods to the extent of \$300 or \$400 on Monday last. Whilst in the depot awaiting embarkation, much affection

was evinced by those who had been separated for three years, which finally resulted in the services of the Rev. H. Bingham being called into requisition, to perform the sacred ceremony, the result of love, at the hymeneal altar. Five or six couples were thus united.

After landing his passengers Captain Tierney is instructed to proceed South to the New Hebrides Group for the purpose of recruiting laborers for Mr. A. Frank Cooke, under the auspices of the Board of Immigration. The brig may be looked for here in all August.

MISCELLANEOUS NEWS.

The San Francisco *Chronicle* says that the Hawaiian lobby have struck upon a new scheme in their efforts to prevent the reciprocity treaty. They are now circulating stories about the capital to the effect that Claus Spreckels wants the treaty abrogated so that he can get King Kalakana or Queen Emma, in case Kalakana is disposed, to make a similar treaty with Great Britain. This style of argument has an effect on such senators and members as have not posted themselves on the subject, but is ridiculed by the Louisiana sugar growers and others who can see in it one of the little games played by Spreckels.

The Crown of Denmark, an iron sailing ship built to the order of Messrs. Robertson, Cruikshank & Co., Liverpool, has recently been launched from the ship-building yard of Messrs. A. McMillan & Son, Dumbarton. This vessel is 284 feet long, 41.25 feet broad, and 24.1 feet deep, her gross tonnage being 2,100. She is built to the highest class of Lloyd's, and also the Liverpool Red Book is very handsomely modelled, and is fitted out with all the most recent improvements for the economical and efficient working of the ship. The construction and arrangements of the ship have been carried out under the superintendence of Captain Hall, who takes command of the new ship. The naming ceremony was performed by Mrs. T. J. Cruikshank, Overdale, New Kilpatrick, after which a large party sat down to lunch in the luncheon-room in connection with the office.

With reference to the opposition to the Mexican reciprocity, a Washington special reiterates the charges against the promoters of the Mexican treaty, and says it is difficult to see why Miller, of California, who is urging a more rigid execution of the anti-Chinese law, should so earnestly favor the treaty. It is intended to import Chinese to work the sugar lands in Mexico. The treaty is not a bona fide commercial treaty. It is a job, and if ratified, will be worth \$50,000,000 to its promoters in the next few years. Advocates of the treaty, although denying any intention to promote the sugar interest in Mexico, are unwilling to have the provision relative to sugar stricken from the treaty. The success of Claus Spreckels has excited the cupidity of speculators and capitalists in the East. These speculators are not confined to Wall street. There are capitalists in Mexico, chiefly Germans, who will to some extent share the gains. The parties who will suffer will be the planters of Louisiana and the counties adjacent to Mexico, into which the Chinese will find their way from the sugar plantations.

The King of the Belgians has asked the English Government to send him English officers to act in General Gordon's place in the Congo country until General Gordon is ready to fulfil his engagement.

The suit against C. P. Huntington and T. W. Pierce, brought by William Brady to recover \$50,000, claimed as due for commissions for negotiating the purchase of Morgan's Louisiana and Texas Railway, which was on trial in the King's county Supreme Court, ended on the 11th January in the disagreement and discharge of the jury.

The United States Senate in executive session, on the 18th January, rejected the Mexican treaty. Morgan (D) of Alabama moved to reconsider, but pending action the Senate adjourned until Monday, the 21st January. Beyond these facts, reports in regard to the matter are contradictory. Some confusion seems to exist in the minds of Senators in respect to certain features of the proceedings. A careful inquiry gives warrant to the belief that the following is substantially a correct statement of the course of events: Several amendments were proposed to the treaty, the most important one being to add cotton fabrics to the list of exportable articles. Another proposed to extend the period for ratification four months. All were rejected except the last, which was adopted by a majority vote. Senators Aldrich, Jones, Conger and Hawley made speeches against the treaty. Saulsbury and Lapham favored it. At 4 o'clock the discussion ended and a vote was taken. It

is understood that 39 Senators voted for ratification and 20 against the affirmative, being one less than the two-thirds necessary to ratify it. Before the result was announced, Morgan, who voted for ratification, changed his vote in order to enter a motion to reconsider, leaving the vote 38 to 21. A motion to adjourn until Monday was lost. Senator Morgan made a motion to reconsider, and shortly after a motion to adjourn until Monday was carried. The motion to reconsider will be imperative, for the reason that the Senate will not again be in session until the time of ratification, according to the terms of the original treaty, has expired.

It was rumored on Wall street, New York, on the 18th January, that Jay Gould had met a serious financial loss, the amount being placed at \$20,000,000. The story, however, was not verified.

In consequence of the protest by the British Government, the work of obstructing the Canton river has been suspended by the Chinese.

Six new gunboats have been ordered to be built for the French fleet in Tonquin waters.

The following is an abstract of an important Decree from Peking, dated the 30th of the 9th moon to one of the Viceroy: "The fact that Annam is a vassal state of China is known universally. Yet France has actually dared, both in times past and present, usurpingly to invade and throw it into disorder; by which she has already placed herself in the wrong. Moreover, the city of Bacninh, with its environs constitutes the door of the Heavenly Realm, and formerly there were numbers of soldiers stationed there to guard it; yet France has on repeated occasions plotted how she may encroach upon it, in real defiance of justice and propriety. We have therefore issued express commands to the Prince and Ministers of the Tsung-li Yamen to command the public Envoy of France on Our behalf, that if that country dares to make any further attempt to encroach upon Bacninh, China will immediately despatch a large army, and give battle to the French at once. In addition to this, the Yamen is instructed to communicate with the Superintendents of Trade for the Northern and Southern Ports, and the Viceroy and Governors of the Liang, Kuang, Yunnan, and Kueichow, commanding them all to provide troops and munitions of war, and to raise whatever recruits may be necessary; exercising, of course, great care in order to preserve the Treaty Ports from all disturbance, so that the mercantile classes may be able to pursue their trade in peace."

Patti's private palace car, built by the Mann Boudoir Car Company, at an expense of \$40,000, was recently on exhibition at the Grand Central depot. Patti is in Boston, and the car is to be taken there. Its name is "Adelina Patti." In the center of the car is a saloon about fourteen feet long and nine broad. The roof is paneled with embossed leather, colored with two shades of gold leaf. In the sides of the saloon are plate-glass windows 60 inches long and 46 inches high. On either side of the windows are bevelled glass mirrors, set in the side of the car. Patti's private room is at one end of the saloon, and Nicolini's at the other. The woodwork in the saloon is amaranth wood, and the painted panelings are by the artist Rosignoli. The apartment contains an upright piano, two revolving chairs, a table and a sofa. Patti's room is 10 feet long and 6½ feet wide. In one corner is a tiny bath-room, just large enough for a French or half-length bathtub. Hot or cold water are supplied. Patti has three windows in her room, and under the middle window a writing desk three feet high, covered with green baize, and containing four drawers. Above the copper nickel-plated wash basin, in a corner of the room, a bevelled glass mirror is set into the wall. The ceiling is of old gold, embossed leather. The bed is upholstered in silver blue-tinted tapestry, dotted with little roses, and this upholstery is carried around the walls and between the windows. The wood used in this room is satinwood. The manufacturer says the car is a counterpart of one made by him some time ago for the Czar of Russia, to be used by the Grand Duke Michel.

THE GRAIN FAILURE.

The failure of Waterman & Co., in San Francisco, has given rise to considerable comment on the condition of several large wheat firms in that city. The reckless speculation in chartering and re-chartering vessels is looked upon as the cause of some heavy losses, but in this connection the *Alta* says: "No fear need be felt of any more suspensions unless some unforeseen calamity should cause a financial panic, worse than San Francisco has ever felt."

No accurate statement of the assets and liabilities of Waterman & Co. have been

procured so far. The firm has large solvent credits at Livermore, Pleasanton, San Jose and Wattonville. As soon as they are received a balance sheet will be prepared and a meeting of creditors held. The condition of the large wheat firms here has naturally been a constant topic of conversation since the failure of Waterman & Co. and strangely enough no two men in the business seem to agree upon any point except one, and that is many firms have been heavy losers by the fall in charters. Some of the earlier reports on this matter were exaggerated as is always the case at the inception of any such disturbing influence as a heavy failure. For instance, the Spreckels Brothers were credited with a loss of \$800,000 on charters. They stated their loss to be not quite \$30,000. So eager were the grain men to secure all the tonnage, that they bid pretty steep prices for charters. But it is not likely that 45 or 50 shillings would have been reached had not the Spreckels Brothers taken a notion into their heads that the older firms were unduly anxious to keep them from a share of the shipping trade. "All right," said they, "if we can't get the business of some of these ships on any other terms we will charter them ourselves with the proviso that we shall have their trade. Then we can re-charter the ships to any one who wants them, at the best figures we can get. We don't expect to make a cent on the charters, but we will gather a crumb or two on the ship's business. If these gentlemen want fight they can have it. We can as well afford to throw away a few hundred thousand as not, but have the business we must." The result is not hard to tell. The old firms made a hard play to keep their trade. Spreckels Brothers saw their raise and lifted them clear out of sight, outbidding them a thousand or so on a ship with as much grace and vehemence as the badly mashed young men at the church fair bids the price of boots for the prettiest girl in the hall. They got all the ships they wanted, but not before the price had been raised above 60 shillings, and every ship within 2,000 miles headed for San Francisco. Then the north winds came along and knocked about 60 per cent. off the wheat crop. Was the granger disheartened? Not much! He just lay back and roared with laughter. He was so very jubilant that the local scribes ran out of adjectives long before they could describe five per cent. of his jubilation. For once the granger was away on top of the hill and the wheat men were in a deep, deep hole which the granger's earlier jubilation had made them dig for themselves. No wonder the granger roared. The wheat men had filled the harbor with ships enough to move a full crop and had made ready for a sweet corner in bottoms, and all of a sudden it turns out that there won't be wheat enough to fill half the ships, and charters will have to fall so low that the granger will be sure of a handsome profit on his wheat. As the business stands now, there does not appear to be any certainty that bottom has been reached. There are about 167 ships in San Francisco harbor. Of these, 115 are disengaged, 36 are chartered for wheat and 16 for miscellaneous cargoes. So thick are the ships in the stream and around Mission Bay, that should a blow come up there, a good bit of damage would be done. It is quite interesting to see a knot of captains swapping yarns about the price of charters and the insolence of sailors, make a sudden break to back their ship's anchors when a change in the barometer gives notice that a blow may be expected. If the truth was known it would not break the hearts of those who escaped if a few ships were smashed so as to be out of the charter market. At present first-class iron ships can be had for less than 30 shillings a ton, and even at that figure no business can be done, and none can be expected until the tone of the wheat market in England strengthens. There are a good many cargoes off coast now, and the British dealers knowing that the shippers are at their mercy, are not likely to advance rates until the cargoes shortly to arrive are sold.

As was to be expected, the assignment of Waterman & Co. was followed by all sorts of mysterious rumors that other local firms were losers on charters to an extent likely to cause their suspension. Four firms were named by the rumor distributors. When traced to their source it was found that there was not the slightest foundation for any of the rumors, but nevertheless merchants who would severely lecture any newspaper which so much as hinted that there was cause for suspicion, openly discussed the rumors, and looking very wise, remarked, "that they would not wonder if so and so was the case, for so and so had been hit pretty badly." Of course it is impossible to state that every grain firm in San Francisco is in a position to pay dollar for dollar should a panic occur and the ordinary business accommodations be suspended, but so far as could be learned by patient inquiry at banks and other financial centres, there is not a single firm that is not in a solvent condition.